MARINE REVIEW.

VOL. III. CLEVELAND, OHIO, THURSDAY, JANUARY 15, 1891. No. 3.

More Admiralty Cases to be Heard in Cleveland.

Judge Ricks, of the United States district court, Cleveland, has heard two admiralty cases during the past week, and in both cases he solicited the assistance of competent and disinterested masters. Capt. James Stone gave the court assistance in the Fountain City–Samson case and Captains George Mallory and John Nelson in the case of Capt. C. E. Benham against the owners of a raft. Cleveland vessel owners and masters are desirous that more admiralty cases be heard in Cleveland and they are ready to give Judge Ricks all possible assistance with this end in view.

New Developments in Lake Superior Ore Interests.

Although the general feeling among Lake Superior ore interests, which are almost entirely represented in Cleveland, shows depression unequaled in several years past, it is probable that the opening of the coming season will present new mining developments that may prove a surprise to many of the older companies that have gone on building high-priced steel ships and equipping costly mines on the older ranges. It has been admitted for some time past that the iron mining districts of Minsota, as yet only meagerly developed in the Minnesota and Chandler mines, of the Vermillion range, give promise of showing ore that can be so cheaply mined as to make that state the center of the great Lake Superior mining country. Just now the new Mesabi range, south of the Vermillion, is attracting widespread attention and negotiations for the lease and purchase of large tracts of the mineral property are being actively carried on. Ore on this new range is found in an abundance that is astounding to mining experts of the older districts, and the quality of the mineral, about which there seems to be little doubt, is the only bar to the immediate investment of large lines of capital in the building of railways and development of mines.

Mr. M. A. Bradley, of Cleveland, who controls a line of lake floating property that is many times greater than any other individual fleet on the entire chain of lakes, has been investigating properties on the new Mesabi range during the past two weeks, in company with Capt. Ward, of Iron Mountain, Mich., and has taken with other Cleveland intetests, an option for a lease on six forties of land adjoining the Stone mine on the west in section 18-59-14. Mr. Bradley has large vessel interests to look after during a time of apparent dullness in the transportation trade and this move seems very significant of a plan to secure control of extensive mining property. He can undoubtedly carry ore cheaper than any concern in the business and probably means to do so. It is said that railway development over the district in question would already be on the way to completion but for the discouraging money market. There is, however, little doubt of the building of a railway to tap all parts of the new range. A syndicate, represented by Messrs. Pumpelly, Van Hyse and Merriam, who lately purchased a tract of 15,000 acres of Canadian mineral lands, twenty-five miles west of Port Arthur, and who are being aided in the building of the Port Arthur, Duluth & Western Railway through a big bonus from the Dominion government, are also interested in the new Mesabi range. It is the intention of the company, it is said, to build ten miles of the road into Minnesota. At that point they have been assured by the officials of the Duluth & Iron Range road that they would meet them with a road from Ely. If the Iron Range road refuses to build, the Port Arthur road will be pushed through to Duluth, and will become a competitor of the Iron Range road. The interests of the Cleveland investors are not, however, dependent on these plans. They contemplate the building of a road to the new range by the Duluth & Iron Range Company, but in case of failnre in this regard they confidently expect the enlistment of capital to build it themselves if the quality of the ore proves satisfactory.

Compromise on Raft Regulations.

Reports from the delegation of vessel owners and masters who went to Washington to assist Representative Burton, of Cleveland, in the passage of a bill to regulate raft towing on the lakes, would indicate that a measure, which it is hoped will be satisfactory to both the vessel and rafting interests, will be passed. After a hearing before the House committee on commerce, Tuesday, a bill limiting the dimensions of rafts going through the St. Mary's river to 700 feet in length and 75 feet in width was agreed to, with a proviso that two tugs must be used in handling sush rafts. The proposed bill will also contain a provision that rafts going through the St. Clair and Detroit rivers may be slightly larger than the dimensions just given.

All of the representatives of the different lake vessel interests were present at the hearing in Washington. Capt. James Stone represented the Cleveland Vessel Owners' Association; Ira Owen, of Chicago, the Lake Carriers' Association and Capt. James Millen, the Detroit Vessel Owners' Association. The Excelsior Marine Benevolent Association was represented by Capt. William S. Mack for Cleveland; Capt. John B. Hall, Saginaw; Capt. A. Clark, Buffalo; Capt. Ivers, Port Huron and Capt. James Hogie, Chicago. The hearing was before a subcommittee of the committee on commerce and it is confidently expected that the report of the sub-committee will be approved in the report of the House. The vessel owners at first proposed to limit the dimensions of rafts to 500x50 feet. Congressman Bliss represented the rafting interests. The delegation was given a hearing before the commerce committee of the Senate, Wednesday, and the compromise was approved.

Views of the Famous Steamer Armour.

The Detroit Dry Dock Company sends us a very neat arrangement of three photographs in a large frame, showing the steamer Philip D. Armour, of Armour-Marion collision fame, in commission, and as she appeared before and after removal of the temporary patch from her badly shattered starboard bow. The photographs were taken at the Detroit shipyard where the boat was repaired after being raised from the St. Clair river by Wrecker Reid. Interest shown in the work of raising the Armour, which was the most difficult job of wrecking ever done on the lakes, makes the views a study for marine men.

Competent authority estimases the total production of iron ore in the United States in 1890 at about 17,300,000 tons of 2,240 pounds. Of this amount the Lake Superior mines furnished 8,893,146 tons, or 51 per cent.

Strong Fight Needed on the Line-Carrying Projectile Law.

It would seem from present indications that the vessel owners of the lakes will meet with difficulty in their efforts to procure a repeal of the line carrying projectile law, so far as the lakes are concerned. Senator Frye seems determined that the law shall apply to steam vessels of the lakes as well as the oceans, bays and sounds. He shows decided opposition to the measure which proposes to exempt the lakes. As the law under present conditions goes into effect on Feb. 1, there is no time to be lost. The last congress passed a law making the use of these projectiles compulsory and stipulating that the law should go into effect on February 1 last. As the time for it to go into effect came near, it was found that the owners of the projectiles had formed a combination, advanced prices and seemingly had the vessel-owners at their mercy. A storm of indignation was aroused and the facts were laid before congress. Senator Frye prepared a bill suspending the operation of the law for one year, and it was passed through the Senate in short order. Maj. Farquhar hurried it through the House, had it engrossed at once, and on the same day (March 29) it became a law, the President having approved it. Thus the combine was beaten out of at least one year's businses. In May the Senate committee on commerce gave a hearing to those interested to learn whether or not the law requiring the use of these projectiles should not be repealed. The hearing was well attended, the vessel owners contending that there was no need for the projectiles, and laying great stress on the advance in prices. The manufacturers denied that prices had advanced. Since then the matter has been allowed to rest, but Senator Frye now seems set on having the law stand.

Lake Traffic Comparisons.

By taking the figures showing the lake traffic for one year and using a pencil some interesting facts may be produced. An extremely careful and reliable statistician showed in a recent report that during the season of navigation 36,203,606 tons of freight were transported by water on these great lakes. That attracts attention, but consider that if the freight had been loaded into railway cars it would have made a train that would extend from one side of the earth to the other, and would stick out two thousand miles at both ends. As a total, that gives the most astonishing result. But the ore carried from upper to lower lake lake ports would, if shipped by railway, have made a train reaching from New York to Sacramento, Cal. The grain carried by lake vessels this season would fill ten trains reaching from Cleveland to Buffalo. The coal taken up the lakes during one season would fill enough cars to reach from New York to Queenstown, if there was a trans-atlantic railway. Of course, an immense lake fleet was engaged in this work, but figures are at hand showing the amount of ore carried by three steel steamers, making 106 trips. If the ore carried by these vessels had to be transported by wagon, it would have required a string of teams and wagons that would reach from Cleveland to Escanaba and back. This is only clothing the figures representing this immense commerce with comparisons.

Names Upon Each Bow and Stern.

Among the bills passed by the House during the past week is that providing for a change in the revised statutes to have "the name of every documented vessel of the United States marked upon each bow and upon the stern. These names shall be painted, or carved and gilded, in Roman letters in a light color on a dark ground, or in a dark color on a light ground, and must be distinctly visible. The smallest letter used shall not be less in size than four inches." A penalty of $10 is to be imposed for each name omitted.

The present law provides for the name and port of hail on only the stern of schooners while steamboats are permitted to have colored letters on the pilot house. If the bill in question becomes a law it will necessitate many changes in the painting of names on lake craft.

Small Wheat and Corn Stocks.

There is very little encouragement for vessel owners, who are considering next season's business, in reports of grain stocks. Advices from Duluth are to the effect that the elevators there contain about 4,000,000 bushels of wheat or 1,000,000 less than the amount in store there a year ago. Reports to Bradstreets indicate a total of 47,116,940 bushels of available wheat in the United States and Canada, east of the Rocky mountains, on Jan. 3, 1891. This is 7,110,236 bushels less than were reported at like points of accumulation on Jan. 1, 1890, 5,623,463 bushels less than on Jan. 1, 1889, 22,662,690 bushels less than on Jan. 1, 1888, and 40,439,804 bushels less than on Jan. 1, 1887. The increase in available wheat stocks from July 1, 1890, to the close of the calendar year was 20,470,842 bushels, as compared with increases of 33,832,627 bushels and 20,168,814 bushels, respectively, in the latter halves of 1889 and 1888.

Corn stocks at fifty-two points of accumulation in the United States and Canada, east of the Rocky mountains, aggregated 5,066,902 bushels, or 10,400,498 bushels less than were stored at these points one year previously, a decrease as compared with Jan. 1 1890, of 67 per cent. In fact, corn stocks are small even when compared with Jan. 1 accumulations for any one of the seven preceding years. During December, 1890, stocks of corn decreased 151,283 bushels. Available stocks of oats in the United States and Canada, Jan. 3, 1891, at fifty-one points east of the Rocky mountains, amounted to 6,040,520 bushels. This total is less than was held available one, two, three and four years ago.

No Change in Names of Low Grade Vessels.

The House has just passed the bill introduced a year ago to govern the changing of vessels' names. According to this measure, "vessels that have had accidents afflictive to the public, or been burnt, sunk or abandoned as wrecks, and such as have not been inspected nor classed in an American register for marine insurance, and those once classed that have lost their rating or had it suspended, and all that shall be rated below the grade of A2 by the Record of American and Foreign Shipping, or the Inland Lloyds Register of lake vessels, or fail to be worthy of such grade, shall not be allowed a change of name. Vessels and boats of past and present good character and rating, seaworthy in all respects and free from debts, and whose owners shall offer substantial and satisfactory reason therefor, may have their names changed by the commissioner of navigation, but all new names given must be unlike those of any vessel hailing from the same port.

Legislative Matters.

The senate has passed Mr. Burton's bill providing for a patrol steamer to replace stakes and buoys on St. Mary's river. An important resolution introduced by Mr. Burton has also been reported favorably by Representative Stockbridge from the committee on commerce. It is the measure providing that the $60,000 heretofore appropriated by congress for building a lighthouse on Simmons' reef, Lake Michigan, be applied for the purchase of three lightships, to be stationed at or near Simmons' reef, Gray's reef and White Shoal.

Mr. Sherman a few days ago presented to the senate a memorial from the Vessel Owners' Association, of Cleveland, favoring the transfer of the revenue marine to the navy department.

Work of the Ship Yards.

It is said that Messrs. Ketchum, Hadley and others, of Toledo, owners of the big steamship G. G. Hadley, are negotiating for one or more of the four boats under way at Capt. James Davidson's West Bay City yard.

Capt. Devney has the frames up at Ashtabula for a tug. She will be 56 feet overall, 12½ ft. beam, and 5 ft. hold.

Iron Mining.

VALUE OF LEADING STOCKS.

Quoted by Chas. H. Potter & Co., No. 104 Superior St.

Stocks.	Par Value.	Bid.	Asked.
Cleveland Iron Mining Company	$ 25 00	$ 17 00	$ 18 00
Champion Iron Company	25 00	90 00	100 00
Chandler Iron Company	25 00	39 00	40 00
Chicago and Minnesota Ore Company	100 00	.....	110 00
Iron Cliffs Iron Company	50 00	120 00	125 00
Jackson Iron Company	25 00	90 00	100 00
Lake Superior Iron Company	25 00	69 00	70 00
Minnesota Iron Company	100 00	70 00	80 00
Pittsburg Lake Angeline Iron Co	25 00	145 00	.....
Republic Iron Company	25 00	26 00	28 00
Michigamme	25 00	8 50	10 00

Everything pertaining to iron mining and iron mining stocks is still flat and uninteresting. With the mining companies loaded up with the paper of furnace men instead of cash—reams of it, as one agent remarked a day or two ago—it is reasonable to expect that the present conditions will rule for some time to come. Dividends have been expected for some time from the Cleveland and Iron Cliffs mining companies, but there is no assurance of them as yet. The Republic Iron Company is now engaged in paying another dividend.

The Hope Mining Company takes the Glidden mine with excellent prospects ahead. The length of vein so far developed is 150 feet, having a width of twenty-seven feet. The main part of development is on section 27—canal land. The company also controls the north half of the north-east quarter of section 34, 43-32, adjoining, onto which the mine extends and has been opened up to a length of twenty-four feet. From Supt. O. C. Davidson it is learned that the company has about determined to lower the shaft, seventy-five or one-hundred feet. The vein is well defined and the greater the development the greater the amount of ore shown.—Mining News.

Stockholders of the Lake Superior Iron Company recently decided to issue new stock for the building of steel steamers. Rights to subscribe for new stock at par—one new share for each five old shares held December 26th, 1890—have sold at 4¾@5, and the lower price is quoted bid. The old certificates will be stamped with the fact that authorized capital is 72,000 shares instead of 60,000 shares as at present. Payments of new stock are $15 per share January 28th, $5 February 28th, and $5 March 28th. The subscription right will expire January 28th.

The Champion Mining Company is doubling the capacity of its compressor plant. The present plant is workiug 45 drills, about 15 drills beyond its stated capacity. The new compressors are being manufactured by E. P. Allis & Co., of Milwaukee, after special designs. The air cylinders will be 28 x 48 inches, and the steam cylinders 36 x 48 inches and 40 x 48 inches. They will be in operation by the opening of navigation.

The Stone mine is a property in the new Mesabi range about which a great deal is being said of late. Preparations are being made for the construction of a branch railway from Mesabi station to the mine. Three trenches dug recently are said to be in solid ore. The product is peculiar and is said to be a mixture of magnetic ore and hematite.

The tools and appliances of the South Jackson mine have been removed to No. 7 pit of the Jackson. A fine new engine house had just been completed at the South Jackson when the mine shut down, and was partially equipped with boilers and machinery. It will be removed to the Jackson.

Reports from all parts of the Lake Superior mining district and especially the Gogebic range are to the effect that mining forces are still being cut down. At only two or three mines have the entire forces been laid off. The unfavorable outlook in the iron market is, of course, the cause of this depression.

The Canadian Manufacturer says: The authorities of the town of Port Arthur, Ont., propose to bonus the first 50-ton iron blast furnace that may be erected there to the extent of $25,000 and to the first ore dock $15,000.

THE "MARINE REVIEW" FOR ONE YEAR AND "BEESON'S HAND BOOK"—$2.50.

Mr. Ledyard's Canadian Ore.

Mr. T. D. Ledyard, who is well known in connection with railway and mining interests in Canada, is said to have made a statement some time ago to the effect that Canadian Bessemer ores can be laid down in Cleveland at $3.90 a ton. The Iron Trade Review, of this city, without attempting to show the cost of bringing Canadian ore of any kind to this city, said that Mr. Ledyard's claim had not been proven. There was no record of Canadian Bessemer ores being laid down in Cleveland at $3.90. In line with this same argument the MARINE REVIEW incidentally remarked, that several hundred tons of the ore Mr. Ledyard referred to—meaning Canadian ores in general coming here from Lake Ontario—had been lying on Cleveland docks for some years, it being impossible to use it on account of the large percentage of surphur contained in the ore. The remark was simply incidental to the controversy that had been going on, but Mr. Ledyard takes it up and says it is exceedingly unfair to condemn all Canadian ores because some Ontario mines have too much sulphur. This is true enough, but to return to the answer, that no Canadian ore has been laid down in Cleveland at $3.90 a ton, it can be said that the practical use here in future of any ore from the district to which Mr. Ledyard refers is now further removed than it was a few years ago. The Cleveland Rolling Mill Company brought ore here from its Coe Hill mine and thought that with a high furnace they could do away with the sulphur but they failed after repeated efforts, and it is this ore that was referred to as remaining on dock. The Kingston and Pembroke mine, a property that was boomed to the limit in Wall street, has shipped some ore here during the past few seasons, but it is not probable that there will be any more of it received. American capital that supported this property and the railway in connection with it has been transferred to the new Ontario district at the head of Lake Superior. There was no trouble with sulphur in the Kingston and Pembroke ore and it was very low in phosphorus, but the mining was of a treacherous nature and the ore was very lean. Mr. Ledyard now claims that the ore "on which he gave estimates" was from a new mine in the township of Belmont. It is understood that Mr. Ledyard is interested in the Belmont mine. He produces a summary of analyses of this Belmont ore, in which metallic iron from 55.240 to 70.326 is claimed, with phosphorus as low as .0056, sulphur less than .001 and no titanium. However true this may be, it is evident from costly experience in the past that iron men in this part of the country have little faith in the Ontario ore district for which Mr. Ledyard makes such great claims. The only mine in the district that ever gave promise for a return on capital invested was the old Forsyth mine, and the ore was not a Bessemer. Another disadvantage, if the ore was to be had within any reasonable length of time, is the immense outlay that would be needed for docks and other handling facilities. There is not enough Canadian tonnage available at this time to bring more than 15,000 tons from the district referred to next season if the ore could be found.

Iron Port of the World.

"Escanaba, the Iron Port of the World," is the title of a pamphlet prepared by Walter R. Nursey, and published by the Calumet Printing House, of Escanaba, Mich. The work treats mainly of Escanaba's enormous ore shipments during the past few years, and differs from the usual order of "boom" documents, inasmuch as it contains a great deal of important data relative to the iron business in general. Escanaba is the greatest iron ore shipping port in the world, the aggregate shipments in 1889 being 3,003,632 against 3,000,000 tons shipped from Bilbao, Spain. Escanaba's shipments in 1890 were, in round numbers, 3,800,000 tons, and it is not probable, although the figures are not at hand, that there was an increase from the Spanish port last year. The comparisons for both years are based on lake shipments for but seven months, the open season from Escanaba, while the movement from the Spanish port continues throughout the entire year.

A Set-back to Uniformity in Steering.

A letter from Mr. H. M. Hanna, of the Cleveland Vessel Owners' Association, which was presented to the managers of the Lake Carriers' Assoctation at a meeting in Buffalo on Monday last, has, in all probability, given the matter of uniformity in steering a serious set-back. Secretary Keep submitted to the managers of the association a report, showing that out of 418 steam vessels, constituting the important business fleet of the lakes, 235 of these vessels, aggregating 286,950 tons steered ship fashion, or with straight chains, while the number steering steamboat fashion, or with crossed chains, was but 183, aggregating 179,935 tons. This statement was turned over to Mr. Keep some time ago by Capt. George P. McKay, secretary of the Cleveland Vessel Owners' Association, who had prepared it after corresponding with every vessel owner on the chain of lakes. It is well known that a large majority of the lake vessel owners and masters favor the straight chain or ship fashion of steering. It was expected that the few members of the Lake Carriers' Association who favor crossed chains would relinquish their preference, and action would be taken by that body so that the supervising inspectors of steamboats at their meeting in Washington next week might be asked to take action recommending the passage of a law for uniformity. In his letter to the Lake Carriers, however, Mr. Hanna says that, although he personally favors straight chains, he is decidedly opposed to any legislation on the subject. He adds the opinion that steamboats are already governed too much by the inspectors. The association accordingly deferred action until the annual meeting. Most vessel owners and masters will certainly consider this a most unfortunete situation, as it now seems that no action will be taken toward sending a recommendation to the inspectors, and it hardly seems possible to regulate the steering question unless by law. Mr. Hanna, of course, gave only his own opinion. He was not speaking for the Cleveland Vessel Owners' Association, as that body has already put itself on record before the inepectors in favor of a law of uniformity. Must this important matter go over for another year? It certainly will, unless Mr.Hanna relinquishes his opinion and requests the Lake Carriers to take speedy action toward a recommendation to the inspectors. No agreement among vessel owners will cause the change. A law to that end must eventually be enacted.

To Establish Dock Lines.

Gen. O. M. Poe, of Detroit, Major Stickney, of Buffalo, and Major Overman, of Cleveland, all of the corps of engineers, United States army, have been in Cleveland for several days past engaged in investigations preparatory to locating harbor lines of the Cuyahoga river. The outcome of their report in this regard will be of general interest to lake vessel owners. The Valley Railway Company built docks in the river a short time ago, to which the vessel owners and a minority of the municipal authorities objected, on the ground that the docks narrowed the channel and incroached on the dock line established by a city ordinance. The railway company had succeeded, however, in having the dock line changed through a measnre hurried through the city council. The secretary of war was appealed to and it is hoped that the location of the harbor line as defined by the government engineers will give cause for the removal of the objectionable docks.

The New Order of Lake Masters.

Special Correspondence to the MARINE REVIEW.

BUFFALO, N. Y,, Jan. 15.—Following are the recommendations adopted by the Excelsior Marine Benevolent Order at its recent session, for passing of vessels in narrow channels: "In all narrow channels, when meeting head and head, the descending boat on all occasions shall have the preference, and the ascending boat on all accasions shall check, and if necessary stop, unless the descending boat by signal shall indicate to the ascending boat to come ahead, and in the case of single boats passing tows, or boats slower than themselves, they should check, and such tows or single boats also should check, so as not to detain the faster boats an unreasonable time."

It was recommended that these regulations should be followed by all masters and pilots, and especially by brothers of the order.

Now that a grand lodge has been formed, the organization no longer can be called properly an association. Although no action to that effect was taken, it is now an order. New lodges will be instituted this winter at Toledo, Detroit and Milwaukee. At the latter port the lodge may swallow up the "Whales." Marine City strove hard to get a lodge, because it is almost impossible at times during the winter or masters living there to reach Port Huron. Capt. Walker had a list of thirty-five men who were ready to join a lodge, and had engaged a meeting room at Marine City. While sympathizing with these men, the convention deemed it wise to refuse them a charter.

The flag adopted by the order will have a distinct meaning. It will be of red bunting, six feet long, three and a half feet wide inside, and tapering to eighteen inches at the outer end, which will be of fishtail shape. Each master's flag will bear his own number in the order, or rather the number of his insurance certificate, in white figures. Thus Capt. Niland will use No. 1, he being the originator of the organization and holding No. 1 certificate. There are now about 400 members in the five lodges. By carrying a list of the numbers each master can tell from the flag which master he may have in sight when at sea. Probably this custom will give rise to frequent saluting by passing steamers.

The Buffalo lodge expected to receive last Tuesday the fine billiard table presented by the Hon. James Ash. What with their handsome lodge room, and comfortable lounging room equipped with reading matter, card and checker tables, billiard table, and so forth, the temptation to stay "at the lodge" will be so great that many of the good masters may not make home until the morning watch. The lounging already has been nicknamed "Oakum Bay:" "Come, oakum with me,"is the invitation, and away they go to the Bay.

Saginaw River Lumber Product.

Special Correspondence to the MARINE REVIEW.

WEST BAY CITY, Mich., Jan. 15.—During the season of 1890 there were operated on the Saginaw river seventy-one saw and shingle mills, producing 808,079,715 feet of lumber and 221,839,000 shingles. The quantity of lumber manufactured in 1889 was 851,823,133 feet and of shingles 220,786,250, The increase in shipments by rail is still a feature in the trade. At the close of the manufacturing season of 1890 there was piled on the mill docks 337,207,157 feet of lumber, of which 63,267,635 feet was reported sold for next season's delivery. Of these st cks it is estimated that fully 125,000,000 feet will be handled by rail. The production is divided as follows:

	Lumber, feet.	Shingles, pieces.	Lath, pieces.
Bay City.....	426,502,407	98,345,000	69,829,350
Saginaw.....	381,577.308	125,494,000	61,742,450
Totals	808,079,715	221,839,000	131,571,800

Not Fined at Port Huron.

Special Correspondence to the MARINE REVIEW.

PORT HURON, Mich. Jan. 15.—In last week's REVIEW was an article concerning the fining of the tugs Mollie Spencer and Mystic. The fact that neither one was fined here makes the whole article sensational. The scow Forester and the ferry steamer Skater had fines imposed by the Port Huron collector, but the amount was small.

Capt. Alfred Neil, the new ferry manager, is having the landing repaired and will have a gate system put in, similar to that in use at Detroit.

Two Important Congressional Measures.

It would seem from late Washington advises that, notwithstanding decided opposition, the line carrying projectile law will again be suspended. The House committee on commerce has decided to report favorably the bill suspending operations of the law for a year with regard to both lakes and sea coast.

The Delaware, Lackawanna & Western Railway Company also meets with a setback from the river and harbor committee. The bill authorizing the use by this company of the north pier at Buffalo for coal docks, against which the Lake Carriers' Association has fought so strenously, will be reported adversely, and it is hoped that this is an indication of the future policy of the government with reference to granting pier privileges. The Lake Carriers' Association has accordingly instructed Mr. Conger, its representative in Washington, to place before the war department the facts regarding the obstruction of the south branch of the Chicago river by a bridge at Canal street.

One of the Buffalo papers says of the conditions surrounding this important action of the river and harbor committee :

"The Lackawanna company has been in possession of that pier since Feb. 14, 1885, under an agreement made between the company and Robert Lincoln, then secretary of war. The fight to oust them became so strong that this bill was introduced. Had it passed and become a law, the company would virtually have secured a clear title to use the pier as long as they chose to do so, provided they kept the pier in good repair and allowed the officers and men in the service of the government to have free use of it and to have access to it. This adverse action by the committee today will have a tendency to cancel the agreement in force since 1885, but whether the company can be dispossessed of its hold upon the pier is a question that will probably be carried to the courts. This action does not settle anything except the ownership of the strip of land on which the Lackawanna trestle stands. The government does not intend to relinquish it, that is plain. The point left unsettled is whether the company will be allowed to continue in occupation of the water front as it has done not only back as far as 1885, but a long time previous to that date. The company claims that it has a virtual right to the property, whether it can induce the government to acknowledge it or not; that it has, in fact, created all the land in that vicinity by filling in a marsh."

E. M. B. A.

ORGANIZATION OF THE GRAND LODGE.

The plan of organizing of a grand lodge of the Excelsior Marine Benevolent Association was successfully carried out at the meeting in Buffalo last week. The permanent officers elected and installed by Edward Kelley, Cleveland, are: Grand president, Alex. Clark; grand treasurer, Lyman Hunt; grand financial secretary, W. A. Collier. The day following the permanent organization was devoted to discussion of some very important topics. The most important was the raft towing bill, and the feeling concerning this was so great that delegates were sent to Washington to urge the passage of the Burton bill, which regulates that matter. The plan proposed by Col. Ludlow, for placing light-ships on Gray's reef, White shoal and Simmons' reef was discussed and approved. The number of collisions in narrow channels during the past season led to some interesting talks on how these accidents could be avoided. Rules were adopted giving the down-bound vessels the right of way in all cases where it would cause no conflict with the United States rules of the road. Other masters are urged to adopt this rule. The advantages of this organization are so numerous that no captain can afford to miss the opportunity of becoming a member. In order that vessels sailed by association members may be distinguished, a pennant, approved by the leading line managers, was adopted. It is to be six feet long, three and a half feet wide, narrowing to eighteen inches, and carrying the number of the master's certificate in white on a red back-ground. The lodges have been re-numbered and Buffalo lodge will hereafter be No. 1, Port Huron lodge No. 2, Chicago lodge No. 3, Cleveland lodge No. 4 and Bay City lodge No. 5. A form of discharge to be used for every member of the crew, was adopted. This will insure good positions to good men.

In addition to the benefits mentioned, the benevolent features of the association provide liberally in case of accident or death. The death assessment of $2 on each member will, with the present rate of increase, shortly give $1,000 to the master's family. Then in case of total disability, a half assessment is made, the other half being payable at death.

It was voted that no lodge should be established within fifty miles of one already organized. The visiting delegates were present at the installation of the Buffalo officers, when Capt. Clark and Capt. M. Wiland were presented with crayon portraits of themselves.

FOG AND PASSING SIGNALS;

At the regular weekly meeting of E. M. B. A., No. 4, of Cleveland, Friday, Capt. William S. Mack introduced a resolution, which was adopted, setting forth the desire of the association that "all steamers meeting and passing in a fog be required to blow three short blasts as a fog signal, continuing the use of one and two whistles for passing signals." It was also resolved that "all tugs towing rafts be compelled to carry at their mastheads or some other elevation at least thirty feet above their decks three white lights placed in a triangular form and visible all around the horizon; said lights to be at least six feet apart." The delegates who were sent to Washington to assist in the passage of Representative Burton's bill for the regulation of raft towing were instructed to consult the proper authorities with regard to these matters. The benefits expeeted from the proposed change in the fog signal will be readily understood by all lake masters. Under present laws a single blast is made to answer the purpose of both a passing signal and a fog signal, and the number of collision cases in court during the past few years, in which a conflict of these signals was involved, is enough to testify to the need of a change of some kind. It was also proposed to establish fog signals to be blown from horns on tow barges, on account of the danger of collisions after the steamboat of a tow has passed, but this feature was left for after consideration.

The establishment of peculiar signal lights on tugs towing rafts is proposed for the purpose of distinguishing this class of craft from the steamboat or sailing vessel, in order to avoid the danger of collision with a raft, as the nature of the approaching tug or steam vessel's tow is not readily understood under present rules. These matters have been generally discussed during the past few years.

Following are the names of the officers of E. M. B. A., Branch No. 2, Port Huron: President, John Ivers; First Vice-President, Cummings Geel; Second Vice-President, John Cotton; Treasurer, Thos. J. Cowen; Recording Secretary, Walter A. Ashley; Financial Secretary, Ed. J. Kendall. The following new membes were balloted for and accepted at the last meeting: Capt. Zeeland, Wash. G. Harrow and A. A. Cox. The E. M. B. A. is progressing in every way. The delegates returned from Buffalo very much pleased with the meeting of the grand lodge. President elect John Ivers, was chosen by the grand lodge to represent the interests of branch No. 2, at Washington. Newly elected officers will be installed January 15.

Meeting of Cleveland Vessel Owners.

The Cleveland Vessel Owners' Association met Tuesday in the rooms of the Excelsior Marine Benevolent Association, and thanked the masters for an invitation to use the rooms for all meetings. It was intended to hold the annual meeting but several of the leading vessel owners were out of the city and the work of the annual meeting was laid over until such time as the officers of the association decide that a full attendance can be secured. It was decided, however, to act upon some petitions and other matters, and among the first to come up was a set of resolutions, accompanied by a petition requesting the lighthouse board to recommend the establishment of a light-ship at Ballard's reef, near the head of Grosse Isle, where a float light has been maintained by the vessel owners for several years past. A year ago, the lighthouse board was asked to recommend a government light at this point, and it was recommended by Major Overman, the government engineer of the district, but an adverse report was sent to congress, on account of preparations to establish range lights at the head of Grosse Isle, which will be in operation on the opening of navigation next spring. These range lights, however, will not be sufficient to aid deep-laden vessels in clearing Ballard's reef and, unless the government provides a light-ship, it will be necessary to continue the private light.

The vessel owners will acquaint the proper officers with the necessity of giving Cleveland the benefit of local weather forecasts, under the new laws governing the signal service in the agricultural department of the government. As noted heretofore, the signal service under the new laws will have but twenty offices in which the men in charge will be permitted to give local forecasts and it is hoped to include Cleveland in this list. An effort will also be made to have the Cleveland office of the service removed to the Perry-Payne building, where nine-tenths of the marine interests are represented.

Philip Rice, of Marine City, informed the association through Mitchell & Co., of his ability to place a light and fog signal on Starve island reef, Lake Erie, where several accidents occurred last season, but the communication was laid over, on account of the heavy expense already attached to the maintenance of private lights. Provision was made for the payment of salaries due Shipping Master Rumsey and other officers of the association. The money will be advanced and taken from next year's funds.

It Will be Judge Swan.

The announcement that Mr. Swan, of Detroit, has been nominated for the United States district judgeship in the southern district of Michigan, will be received with favor around the lakes. It was known here for some time that the Michigan senators, Messrs. McMillan and Stockbridge, had called together on President Harrison and recommended the appointment of Mr. Swan. The selection is the best that could be made. Mr. Swan's acquaintadce with admiralty affairs recommends him to the vessel owners.

MARINE REVIEW.

DEVOTED TO THE LAKE MARINE AND KINDRED INTERESTS.

JOHN M. MULROONEY, ... } PROPRIETORS.
F. M. BARTON, ... }

Published every Thursday at No. 510 Perry-Payne Building, Cleveland, O.

Lake Tonnage from Lloyd's American and Canadian Insurance Registers for 1890:

	Number of boats.	Net tonage.	Value.
American	2,053	846,489	$58,113,300
Canadian	647	132 971	3,989,130
Totals	2,700	979,460	$62,102,430

According to the report of William W. Bates, United States commissioner of navigation, 46 per cent of the new tonnage of the country was built on the lakes during 1889. This is a percentage greater than the work of the Atlantic coast and western rivers combined, and almost equal to the whole work on the Atlantic and Pacific coast. In 1890 the tonnage built on the lakes is but very little less than that built on the Atlanti and Gulf coast. Tonnage built on the lakes during the past five years was as follows:

	No. of boats.	Net Tonnage.
1886	85	20,400.54
1887	152	56,488.32
1888	222	101,102.87
1889	225	107,080.30
1890	218	108,515.00
Total	902	393,597.03

Annual tonnage entries and clearances of the great seaports of the world, for 1889: New York, 11,051,236 tons; all seaports in the United States, 26,983,315 tons; Liverpool, 14,175,200 tons; London, 19,245,417 tons.

St. Mary's Falls and Suez canal traffic: Number of boats through St. Mary's Falls canal in 1889, 234 days of navigation, 9,579; tonnage, 7,221,935. Number of boats through Suez canal during 1889, full year, 3,425; tonnage, 6,783,187.

Tonnage passing through Detroit river during 234 days of navigation in 1889, amounted to **36,203,606** *tons. Ten million tons more than the entries and clearances of all the seaports in the United States, and three million tons more than the combined foreign and coastwise shipping of Liverpool and London.*

Entered at Cleveland Post Office as Second-class Mail Matter.

IF IT is true that the subsidies proposed by the shipping bill, which is now demanding attention in congress, would enable the owners of Cuban iron mines to enter into active competition with the Lake Superior ore producers the question of passing or defeating the bill should demand immediately the attention of all lake interests. It is said that under the proposed law vessels in the Cuban trade could be loaded with 500 tons of Cuban ore, pay the duty of 75 cents a ton, and yet have 75 cents a ton bounty for carrying this ore. Figures with regard to the bounty that would result to the Cuban trade are not presented in connection with this conclusion, but, if it is true, there is every reason to believe that passage of the bill would result in the transfer of a very large portion of the iron business to the Atlantic coast. The loss to the lakes through an immense importation of foreign iron ore will be readily understood, when it is known that the commerce in iron ore forms about one-third of the entire transportation business of the lakes. That iron ore of the best quality can be obtained in abundance from Cuba there is no doubt, and it behooves lake interests to at least investigate this matter. The shipping bills present to lake commerce no benefits of a direct kind.

SOME plan must be devised, and that shortly, for the collection of reliable statistical information regarding lake commerce. It is doubtful if the bill recently prepared by the Milwaukee chamber of commerce will meet with united approval from lake interests, on account of the clause which compells all vessels to make a report to customs officials through an agent of some kind every time they take on or discharge cargo. This would be well enough for propeller lines having established agencies at intermediate ports, but the masters of "wild" carriers would undoubtedy be put to great inconvenience to find anyone to make a report for them at some places where cargo is taken aboard and unloaded. Statistical accuracy has become a proper basis of business calculations as well as of legislative action. Leading industrial bodies recognize this, and the different associations on the lakes should give earnest attention to the bill in question. Only a few days ago the National Board of Trade united with kindred commercial organizations in a memorial to congress calling for a revision of the present census and proposing the establishment of a permanent census office.

Situation Among Pig Iron Producers.

The American Manufacturer, of Pittsburgh, presents some interesting reading regarding the situation among pig iron producers in the Mahoniug and Shenango valleys. The first reason why they cannot continue operations under present conditions, is the large amount of southern iron being shipped into that district. They assert that since May 20, 1890, from 40,000 to 50,000 tons of this iron has been received in the valleys. For months a fair quality of southern iron was delivered at the Youngstown mills for $14, and at this price large sales were made. Last week, the prices quoted were $13.25@$13.85 for Alabama pig, of a quality which permits of the run of 25 per cent. as a mixture in making a very good grade of bar iron. Southern railroads virtually enter into partnership with the furnace men. Iron is hauled from Birmingham, Ala., to Youngstown, O., a distance of about 800 miles, for $4.10 per ton. The rate paid on pig from Youngstown to Pittsburgh, 65 miles, is 80 cents per ton. In one case this is ½ cent a ton a mile, in the other 1.23 cents. Pocahontas coke is sent into the Chattanooga district at the cost of Connellsville coke in the Mahoning and Shenango valleys, though the distance in the one case is 424 miles, and the other 130. In many cases Southern pig iron has to bear but one profit, while the Northern producer must pay a profit on each of his raw materials. The sliding scale, which fixes freight rates according to the selling price of iron, is another feature. In selling ahead furnaces are protected by the railroads, even if in affording such protection the sliding scale has to be suspended.

In answer to the argument that they are being squeezed out by the inevitable changes in the trade, and the natural advantages of newer districts, the valley furnacemen say that, being situated midway between the ore and coke supplies, with the best facilities for distribution, they should be able to produce iron in competition with any part of the North, and would do so, were they protected from Southern inroads. In the total cost of making a ton of iron, the Mahoning valley has an advantage in the price of limestone. Taxes and land are lower, freight on ore is also lower, but that is made up in the higher cost of coke. Present rates of freight to the valleys are as follows: Freight on ore, 62½ cents per ton; freight on coke, $1.35 per ton; freight on iron to Pittsburgh, 80 cents per ton. It is claimed that a reduction of 25 cents per ton in coke freight, and a reduction of price of coke to $1.50 per ton f. o. b., with a reduction of freight on iron to Pittsburg and Cleveland, will enable the valley furnaces to continue. The recent reduction in coke, it is held, was merely the official ratification of the actual price which had prevailed for some time previous, and therefore did not affect the situation.

Engineers and Stokers on the big Atlantic Liners.

On the steamship City of Paris there are sixty firemen, who feed fifty-four furnaces, that create steam in nine steel boilers. Fifty coal passers shovel the fuel from the bunker to the furnace doors, and the firemen toss it in. Nearly all the stokers on the City of Paris and the City of New York are between twenty and thirty years of age. They receive $20 a month and their board. Service in the fire room is divided into six watches of four hours each. The fireman works and sleeps every alternate four hours. After the first day from port two out of every six furnaces are raked out to the bare bars during the first hour of each watch. Thus, in a voyage, all the furnaces are cleaned once in every twenty-four hours. The stokers shovel into the furnaces fifteen tons of coal every hour, or 340 tons a day The ship usually takes 3,000 tons at Liverpool, and has between 500 and 800 tons left in her bunkers when she arrives in New York. On the City of Paris there are twenty-six engineers, including hydraulic and electrical. They are all machinists, so whenever the ship breaks down they know how to repair the damage.

Chased by a Revenue Cutter.

The building of a good sized boat in the early days of lake navigation was considered a greater undertaking than the building of an entire fleet of modern steel steamers. Money was scarce in those days, and it was seldom that one man had sufficient capital to build on his own account—and usually from three to six capitalists were interested. As the work went on slowly and funds were low others were taken in, the last expression proving true in a double sense quite often. A state of affairs described gives rise to a most interesting story, the best part of which is now published for the first time. A gentleman named Hotaling visited Milwaukee during the winter of 1837 to solicit subscriptions for the building of a steamer that was to run from Buffalo to Milwaukee. That would be a long step in the Cream City's march of progress, and the half dozen public spirited citizens took stock to the extent of their means. The boat was built at Tonawanda during the next two winters. Money became scarce and all that could be realized from the Milwaukee subscribers was a $10,000 Green Bay draft given by Mr. Juneau. The builders were compelled to borrow money from Horatio Stevens, a Buffalo broker, who took two hands in the affair and had the boat fitted out for, and placed in the lower lake trade, regardless of Milwaukee interests.

The loss of so much money without any return almost wrecked Mr. Juneau's business and he, with other subscribers, became desperate. Capt. Cotton was sent to Buffalo to seek for a settlement,which was denied him. That was a formal action,however, and the real object of his trip began to come to the surface. He picked up a crew, consisting of Capt. Caswell, Mate Barber and Engineer Duncan C. Reed. The latter was steamboat inspector at Milwaukee for sixteen years and was known by all the older lake engineers. The Stevens' interest suspected something would be undertaken by Capt Cotton, and to be doubly sure they put a watchman in charge and had the links of the forward connection taken out and hid in the fourth story of an elevator. While the watchman was at supper the crew for the Milwaukee owners got into the elevator, found the "missing links" and threw them out of the window. In the meantime the engineer was getting ready to connect her up and others were at work pumping up the boilers. The watchman returned and was taken below before he understood what had happened. The affair was quickly explained, and he was told that he might consider himself a prisoner until they reached Dunkirk. Capt. Caswell, who was given command of the filibustering trip, afterwards named one his boats after the watchman. They "wooded" up—for there was more wood than coal burned on steamers in those days, government boats being almost the only exception—and steamed out of the harbor. The story of the trip has never been printed, for it gives a tone of piracy and bucaneering to the transaction, although in those days it was the only way in which they could have obtained what was honestly due them. There was nothing to be feared in stopping at Dunkirk, for the telegraph was not in existence then, and the watchman was put ashore and given a polite message to the ex-managing owner. All night they made from twelve to fifteen miles an hour, but every six or seven hours they were compelled to wood up.

This took time, and before they got into Detroit river they saw something astern and came to the conclusion that they were being chased. This created no great consternation for the Milwaukee was the fastest steamer on the lakes. Notwithstanding this, the smoke began to creep up on them and they realized it was the old revenue cutter that was stationed at Buffalo, and although very slow she lost no time in taking wood, as she used coal for fuel. The Milwaukee was pushed so that she couldn't get all the fuel needed at one place, and she would run in and get just enough to last until another wood dock was reached A run of an hour or two would leave the government boat way out of sight. This was kept up going up the rivers and across Lake Huron, when the engineer said he would have to have an hour or two at Mackinaw in order to take off a cylinder head. It was decided to push her for all there was in her and lay by at Mackinaw for repairs and a full supply of fuel. The indians who carried the wood aboard were worked so hard and there was so much excitement aboard that the sheriff at Mackinaw became suspicious and decided to hold the boat on his own responsibility. He was having papers made out when the captain learned of it and gave a long whistle for the engineer, who had to go to a blacksmith shop for tools. He came down in time to slip the cylinder head on with four bolts and moved the boat away from the dock and out of jurisdiction of the sheriff. The trembling indians, who thought they were being stolen, were put ashore in a yawl and, the repairs being made, the Milwaukee got away just in time to escape her pursuer. Of course, after that, it was a walk-away for the fast new steamer. But in sight of port and within hearing of the shouts of the happy owners it seemed for a while that they would lose the steamer after all. A bar had been formed by a heavy wind a few days before and the Milwaukee found the bar. They figured on having about three hours to get in and get the steamer out of the way of the pursuers. There was no way but one, and that was to jump or break through the bar, and the daring that had characterized the whole trip didn't forsake them. The Milwaukee pushed right into the bar and then worked one wheel or the other until she was free. That was done a half dozen times when she dragged herself over and was safe in her home port, with a crew on board that was more dead than alive.

Mr. Stevens arrived on the pursuing boat and tried to get an indictment, but the law in that town was administered from a moral as well as a legal standpoint, and with all interested in jail the court machinery would have been sadly deranged. He saw that it was a bad job and compromised by selling his interest at what he could get. He afterwards settled down in Milwaukee, built piers and warehouses, and it is said, got all his money back from the parties who bought his interest in the famous steamer. If this same plan was followed nowadays how much time would be saved, and law's delay and a thousand other things would be avoided. The time of such maneuvers is past, but it must have been a glorious race.

Steam Collier With Patent Towing Apparatus.

"The finest and largest steam collier on the American coast," says the Baltimore Sun, "is the Boston Towboat Company's new iron steamship Saturn. She was built by the Harlan & Hollingsworth Company, of Wilmington, Del., and has a carrying capacity of 3,000 tons of coal. Her dimensions are 295 feet long over all, 40 feet beam, and 26 feet 2 inches depth of hold. Her gross tonnage is 2,261 and net 1,817 tons. She is fitted with triple expansion engines, built upon the same patterns, sizes and horse power as those of the Merchants' and Miners' Transportation Company's steamship Dorchester, which was built by the same firm. In her cellular bottom the Saturn can carry 600 tons of water ballast, and for sea towing she has a towing machine in the after end of the amidship house, which is a patent owned by the Saturn's owners and builders, the machines being handled by the American Ship Windlass Co., of Providence, R. I. The Orion and the Saturn are the only vessels afloat with the appliance. It works so that the tow line is automatically kept at at one strain regardless of the weather or how the tow astern may work. A wire hawser is used on the machine. In the decks of the Saturn are six hatches, the forward one being 20 feet by 12 feet and the others 12 by 12 feet. All are covered with double iron hatch covers, with gum joints around each. The main deck is flush either end of the 72-foot amidship house, in which, on each side of an alley, are the officers' rooms, messroom, pantries, etc. Capt. D. W. Wiley, who commands the vessel, has roomy apartments on the bridge deck, and above is the pilot house. The joiner work is cypress outside, and the interior of all apartments is in Florida olive. The hull is divided into seven water-tight compartments, said to be more than any vessel afloat. They run up to the main deck. The vessel has two pole masts, and all the standing rigging is set up with iron turnbuckles. The Saturn is rated A1 for twenty years by special survey"

Shipbuilding in England during 1890.

Vessel property to the extent of 1,302,055 tons were built in England, Scotland and Ireland during 1890, against 1,346,516 tons in 1889, and 943,489 tons in 1880. The decrease in 1890 as compared with the previous year is 44,461. The engines constructed in the kingdom aggregate 1,078,256 indicated horsepower, against 934,125 indicated horse-power in 1889.

Around the Lakes.

Teams are crossing on the ice in Waiska bay.

The St. Clair river is blocked with ice for the first time in two years.

Capt. David Vance, of Milwaukee, has gone to Europe. His stay abroad will be short.

The Wolf & Davidson Company are making general repairs on the Union Line steamer Portage, at Milwaukee.

Captain A. L. Fitch, of Chicago, has withdrawn from the firm of P. H. Fleming & Co., and joined the firm of C. W. Elphicke & Co.

It is reported that Capt. Richard O'Connor, who has sailed the propellor Bay City for six years past, will sail the Langell Boys next season.

The Eddy fleet is being overhauled and recalked at Ashtabula. The manager, John Shaw, spends quite a good deal of his time at that port.

Capt. Samuel Shannon, of Duluth, is of the opinion that if the present mild weather continues in the northwest, shipments of coal will again be restricted next season.

The journal which gives concisely and fully all information in its particnlar field, is a success. Such a publication is the MARINE REVIEW, of Cleveland.—Two Harbors Iron News.

Capt. James Muir died suddenly at Chicago a few days since. He was a son of Capt. David Muir, and had sailed for him as sailor, mate and captain. Last season he was mate on the steamer P. J. Ralph.

Capt. James F. Trowell, of Milwaukee, estimates that each one of the 147 vessels laid up at that port this winter will leave from $25 to $1,000 with business men and shipbuilders, before the new season opens.

Shannon & Lazier, vessel brokers of Duluth, have dissolved partnership. Mr. Lazier, who is now making a trip around the lakes, will continue in the brokerage business, and Capt. Shannon may also continue in business.

The north pier at Muskegon will be built by Crosby & Co., of Muskegon, who bid $29,000. The contract for repairs on the outer north pier was awarded to Gaylord & Wise, of Ludington, whose bid of $2,900 was the lowest.

The lake seamen in convention at Detroit, have decided to affilate with the seamen of the Atlantic and Pacifiic coasts. It was decided also that hereafter all funds shall be handled by a central office to be established for the lake assembly.

It is expected that work on the big Lake Shore ore docks at Ashtabula will be far enough advanced to permit of the erection of hoisting machinery next month. The extension of coal slips up the river from the new docks has also begun.

If A. E. Davis or Patrick Healina, who shipped on the S. B. Pomeroy, at Detroit, May 6, for Lake Superior, will address the MARINE REVIEW, 510 Perry-Payne Building, Cleveland, O., they will hear of something that will be an advantage to them.

Captain John Pyle and Captain Val. Harms have purchased the schooner Julia Merrill for $6,500. The schooner H. H. Badger has been sold by the T. W. Harvey Lumber Company to E. G. Schubert and Captain John Freer. The latter will sail her.

Notice has been sent out from the office of the supervising inspector-general of steamboats regarding a recent act providing that in open steam launches of ten tons burden and under, one person, if duly qualified, may serve in the double capacity of pilot and engineer.

The Marine City Magnet in an annual review edition, makes an effort worthy of a larger place than the little Michigan shipbuilding town. The Magnet displays a great deal of enterprise in presenting a census of its own, with a list of new buildings, aggregate of wages paid, etc.

The Lake Pilots' Aid Association elected these officers in Buffalo last Saturday evening: Past president, Isaac Bain; president, Robert Murray; vice-president, James Donahue; treasurer, George Drury; secretary, Michael Folen; chaplain, John Greene; conductor, Alpheus Smith; assistant conductor, Thomas Dark; warden, John Cassady; trustees, William Errengy, John Davis, Isaac Bain.

The steamer Kittie M. Forbes, built in 1886, and valued at $60,000, has been transferred to Colin McLoughlin, at Port Huron.

The steamers Spartan and Corsican, which trade between Toronto and Montreal, are being extensively improved at Kingston. The Spartan is receiving new sheeting on the sides, and the main deck floor will be renewed. Other repairs will be made, including improvements to the engine. The engines of the Corsican are being compounded, and two new boilers will be placed in the boat.

The Whale Club, of Milwaukee, has a membership of 150, and some very pleasant rooms on South Water street. The president is F. C. Starke; vice-president, Thomas Richardson; secretary and treasurer, Mr. Maxon. It is proposed to add two more rooms to three already in use, which are tastefully and appropriately fitted up. The rooms are headquarters for the lake faring officers at this season ot the year.

David Vance & Co., of Milwaukee, have compiled a table showing the grain capacity of vessels now in winter quarters at that port. There are forty-five steamers with a capacity of 3,125,000 bushels, and fifteen schooners and tow barges with a capacity of 675,000 bushels, a total of sixty vessels with an aggregate capacity of 3,800,000 bushels. This is the largest grain fleet that ever wintered at Milwaukee, and exceeds the capacity of last winter's fleet by 1,260,000 bushels. Many of the vessels will go to Chicago at the opening of navigation, as they will not all be able to secure cargoes at Milwaukee. Others will, of course, go to Escanaba to load ore.

The life-saving crew at Thunder Bay island made are cord of all vessels and steamers which passed that station during the past season of navigation, and from their report it is very evident that a display of storm signal flags from that point would prove of great service to the lake marine. Their record also gives an idea of the immense traffic up and down Lake Huron. The record of passing steamers and vessels is as follows: Steamers, 11,681; schooners and barges, 9,518. The entire number for the season is 21,199, and the greatest number for one day, which was July 5, was 201. The crew rendered assistance to seven vessels in distress during the season.

General Poe has made the following statement concerning work at the "Soo": The cofferdam inclosing the site for the lock is completed. The pumping plant is in condition and keeps the lock pit free from water. The pier in front of Fort Brady is completed. The excavation for the new lock pit is nearly completed. The present contract with Colling & Farrell expires May 1, 1891. The filling between Fort Brady pier and the shore is almost completed. Advertisements and specifications for constructing the masonry of the new lock have been published. Proposals for this work will be opened January 27. The work is to be commenced on or before May 15, 1891, and completed on or before November 15, 1893.

Cleveland Notes.

The tug F. M. Moore, owned by J. C. Casement, was very badly damaged by fire last week. The loss is estimated at $1,500.

C. W. Elphicke, the well-known vessel and insurance agent, and Capt. Asa Fitch, his partner, both of Chicago, were in the city during the week.

In the United States court default judgments were given against the barge Alaska to James M. Jones for $1,659, and H. D. Edwards & Co. for $177.60, the interest being added in both cases.

Capt. Thomas Wilson has gone to the Pacific coast, to be away for several weeks. He will be joined at Puget sound by Capt. Alex. McDougall, of whaleback barge fame. They will look up the prospect of establishing a shipyard on the coast or running some of the whaleback barges around Cape Horn.

The only change that will be made in the command of vessels in the Republic Iron Company's fleet is Capt. Henry Rogers from mate of the Marquette to master of the Holland, vice Capt. Garvey, who takes charge of the Magnetic. The rest of the fleet is commanded as last year, viz.: Republic, Capt. Landfair; Continental, Capt. Rattray; Specular, Capt. Lyon; Colonial, Capt. Tower; Marquette, Capt. Hinslea.

An Ex-Lake Engineer.

JAMES L. CHASE.

The above likeness will be recognized by lake engineers as one of their number who found time to do some thinking while taking care of his engines. The result of that thinking was the Chase automatic fog whistle machine, for which he secured patents while he was engineer of the steamer Ohio. In 1886 a company was formed for the manufacture of the device. The business increased so rapidly that in 1888 a stock company was formed with Mr. Chase as vice-president. At a recent election he was made general manager in addition to the office held. He has sixteen issues of papers and put in several seasons in the Glidden, Swain and City of Sandusky. His invention is acknowledged to be of great value and received mention in the opinion given by Judge Brown in the Sheffield-North Star case. The commissioner of navigation, in his recent report, speaking of experiments with fog signal apparatus said: "The Chase fog whistle is the very thing for the purpose." This is merely mentioned to show that there are just as many roads to fortune from the engine room, as there are from other positions.

M. E. B. A.

Officers recently elected by M. E. B. A., No. 37, of Toledo, are as follows: Frank N. Weis, president; Fred. Traufler, past president; Richard Skeldon, vice-president; J. B. Hart, recording secretary; E. D. Lock, financial and corresponning secretary; John Marks, treasurer; Eugene Passano, conductor; E. J. Bramwell, doorkeeper; Ralph Hone, William N. Decker and Fred. Traufler, trustees; E. D. Lock, representetive to Washington. The address of Secretary E. D. Lock is 516 Walbridge avenue.

At the annual meeting of the Manistee branch, No. 44, held last week, the following officers were elected: G. Edwin Secor, past president; John Durr, president; W. R. Patterson, vice president; H. F. Otto, recording secretary; Allen McKee, corresponding secretary; Thomas Collins, financial secretary; August Foldhock, treasurer; John Mussey, conductor; Al. Kneggs, doorkeeper; S. Stillmus, outer door keeper; Christ. Dalk, chaplain; W. R. Patterson, John Mussey and Robert Winkler, trustees; W. R. Patterson, representative to the national convention.

Following are the officers of Huronia M. E. B. A., No. 43: Henry Burton, past president; James H. Fitzgerald, president; Henry Odette, vice-president; James A. Southgate, recording secretary; George H. Bowen, financial secretary; Eli Swartout, 210 Fort street, corresponding secretary; John H. Hogan, treasurer; Peter Finney, chaplain; Arthur Armson, conductor; Andrew J. Wilson, doorkeeper; E. M. Murdock, outer doorkeeper; James H. Fitzgerald, Eli Swartout, representatives to national covention; Eli Swartout, John H. Hogan, Peter Finney, trustees.

Affairs in Admiralty.

ASSIGNMENT OF CASES IN THE DETROIT FEDERAL COURT.

Previous to his promotion to the supreme bench Judge Brown, ot Detroit, made the following assignments of admiralty cases which will now devolve upon his successor for decision: January 26—United States vs. tug Gladiator; George C. Finney and another vs. barge Victor; Star Line of steamers vs. steamer Milton D. Ward; Andrew Traverse vs. scow Kelina. January 27—Stephen F. Grummond vs. barge Eliza; Charles Davis vs. tug W. E, Quinby; Nathanial P. Stewart, et al. vs. tug Oswego; Lewis Hawley vs. barge Margaret R. Goff. January 28—Robert Holland vs. steamer Edward R. Jenks; C. E. Chilson, et al. vs. steambarge Roumania. January 29—Stephen R. Lyons, et al. vs. steamer Charles Hebard; Jennie B. Shaw vs. the barge Irish; Charles Cushaine vs. steamer Ogemaw. January 30—Henry J. Todd, et al. vs. tug Clayt; John S. Nesbit vs. tug Charlton; Clark Dry Dock Company vs. schooner J. F. Card. January 31—George F. Blake Manufacturing Company vs tug Niagara; Henry M. Loud vs. steamer Frontenac. February 2—Howard Towing Association vs. tug Kate Williams; Howard Towing Association vs. schooneer Col. Cook. February 3— mory J. Vance, et. al. vs. propeller S. S. Wilhelm; Frank Conlin vs. a quantity of ice; Reuben K. Hoxsie, et al vs. schooner Reuben Doud. February 4—William McArthur, et al. vs. tug Jennie King; George F. Davis vs. City of Detroit; Mackinaw Lumber Company vs. barge Wahnapitæ. February 5—Lucas B. Mason, et al. vs. steamships Siberia and Samuel Mather; William Cook vs. the City of New Baltimore: Henry White and Frederick White vs. the steambarge Laketon. February 6—Edward Anneuer vs. schooner Magnet; Joseph P. Ballard vs. schooner Brenton; William McMurphy vs. steam ferry Hiawatha. February 7—Henry Rondeau vs tug Hattie Brown; Henry and Frederick White, et al. vs. steamer B. F. Ferris; Ernest L. Parish vs. the schooner E. R. Williams. February 9—John A. Miller, et al. vs. steamer Cayuga. February 10—Erie & Western Transportation Company vs. steamship Castalia. February 11—Grosse Point Navigation Co. vs. tug Onaping. February 12—Reid Towing and Wrecking Co. vs. tug Samson. February 13—Mitchell Transportation Co. vs. propeller J. H. Devereaux. February 14—D. Robeson, et al. vs. schooner Corsican; George Elsey, Jr. vs. schooner Annie M. Peterson. February 16—Charles F, Murdock vs. steamer Ida Burton; Russell M. Bradley vs. tugs E. V. Mundy and Julia De Land. February 17—Nelson S. Whipple, et al. vs. propeller Progress; Theodore Elspass vs. schooner S. P. Ames. February 18—Francis B. Hackett vs. steambarge Cormorant. February 19—Andrew W. Comstock, et al. vs. barge C. N. Johnson; James Cooley vs. scow Mary Amelia. February 20—Abraham Gilmore, et al. vs. barge William Raynor; Henry Confrey vs. the barge Grace Murray. February 21—Allen C. McLean, et al. vs. barge Eliza. February 23—Thomas L. Cringle, et al. vs. schooner Michigan. February 25—Antoinette E. Demass, administratrix vs. propeller Egyptian; Eugene W. Gould vs. tug John Owen. February 26—William J. Daly, et al. vs. propeller Maruba; Lafayette S. Sullivan, et al vs. propeller Samuel L. Mather.

Commodore Geo. Mallory and Capt. Frank Root, of the Minnesota Steamship Company's fleet, will take out the two new boats building at the yard of the Chicago Ship Building Company. Capt. Andrew Graves, of the Mariska, goes into the Matoa, and Capt. Bassett, last year in the steamship Fayette Brown, will sail the Mariska.

The Union Iron Company, in which Capt. Thomas Wilson and Messrs. Quayle and Upson, of Cleveland, and Mr. Megins, of Duluth, are interested, at their late meeting in Cleveland decided to put crews to work at once in developing their property on what is known as the McDonald claim, near Two Harbors. The property is said to be rich in iron.

THE "MARINE REVIEW" FOR ONE YEAR AND "BEESON'S HAND BOOK"—$2.50.

A Whale Club Ballad.

The programme in connection with the festivities following the recent annual meeting of the Whale club, of Milwaukee, announced that Capt. Tom Richardson would sing the following pathetic ballad:

'Twas one dark night on Lac St. Pierre,
De weend was blow, blow, blow,
Wen de crew of de wood skow Jule La Plante,
Got scare an' ron below.

For de weend she's blow lak horricane,
Bimeby she's blow some more,
Wen de skow buss up on La St. Pierre,
'Bout 'alf mile from de shore.

De captain she's walk hon de front deck,
She's walk on de hine deck too;
She's call de cook up from de hole,
She's call up all de c ew.

De cook he's name was Rosie,
He's come from Mon'real,
Was chambermaid hon lumber barge,
Hon the beeg Lachine Canaul.

De weend she's blow from de nor, eas, wes,
De sou wind she blow too,
When Rosie say, "Oh, captain,
Watever shall we do?"

De captain she's trow de hankre out,
But still de skow shee's dreeft,
For de crew he can't pas on de shore,
Because he's loss de skeeff.

De night was dark like one blak cat,
De wave ron high an' fass
Wen de captain take poor Rosie
An' lash her by de mass.

De captain he's poot on de life preserve
An' he jomp into de lake,
An' he say, "Good-by, my Rosie dear,
I die for your sweet sake."

Nex morning very hearly,
'Bout half pass two, three, four,
De captain, cook an' wood skow
Law corpses hon dat shore.

An' weend she's blow lak horricane,
Bimeby she's blow some more,
An' de skow buss up on Lak St. Pierre,
'Bout 'alf mile from de shore.

L'ENVOI.

Now hall good wood skow sailors man,
Take warnin' by dat storm,
An' go an' marry one nice French girl
An' leeve hon one good farm.
Den de weend she may b ow lak horricane,
An' spose she's blow some more,
You don't be drowned on Lak St. Pierre
So lon's you stop on shore.

A New Deck Hoist that Fills All Requirements.

Within the past year several new deck hoists have been put on the market. One of the advantages urged was that the reversing, starting and stopping could all be done with one lever. This was accomplished by a reversing valve and within a year or two the effect may be noticed in the engine. A new deck hoist combining this advantage with many others, and having none of the disadvantages, will interest owners, builders and engineers. This new hoist is operated entirely with one lever and works with a link motion, the first time it is believed that this motion has been applied to a deck hoist. By this feature the steam power is made to act direct and more power is obtained from the same amount of steam than from any other hoist. The hoist was designed to occupy the least possible space, and at the same time it was arranged so that every working part is accessible. The cylinders instead of being down on the bed plate are inclined and are attached to the frames. For freight handling this new hoist cannot be equalled, for with the double drum, one is striking down of its own accord while the other is hoisting. In cases of emergency a centrifugal pump may be attached. For particulars call at or write the Continental Machine Co., Elm and Hemlock streets, Cleveland, . .

ENGINEERING, London, SCIENTIFIC AMERICAN and SUPPLEMENT, MARINE REVIEW, all one year for $15. Write to MARINE REVIEW, 510 Perry-Payne Building, Cleveland, O.

UNITED STATES ENGINEER OFFICE, 34 West Congress Street, Detroit, Mich., November 28, 1890. Sealed proposals, in triplicate, for furnishing all materials and labor and building the masonry of a lock at St. Mary's Falls Canal, Michigan, will be received at this office until 2 o'clock p.m., January 27, 1891, and then publicly opened. Preference will be given to materials of domestic production or manufacture, conditions of quality and price (import duties included), being equal. Attention is invited to Acts of Congress, approved February 26, 1885, and February 23, 1887, vol. 23, page 332, and vol. 24, page 414, statutes at large. The government reserves the right to reject any or all proposals; also to award the contract upon other considerations than the price. For further information apply at this office, or to the U. S. Engineer Office, Sault Ste. Marie, Mich. O. M. POE, Colonel, Corps of Engineers, Bvt. Brig.-Gen. U. S. A. J-22

UNITED STATES ENGINEER OFFICE, 34 West Congress street, Detroit, Mich., December 27, 1890. Sealed proposals, in triplicate, for furnishing all materials, plant, and labor, and excavating Hay Lake Channel, St. Mary's River, Mich., will be received at this office until 2 o'clock p. m., January 26, 1891, and then publicly opened: Preference will be given to plant and materials of domestic production or manufacture, conditions of quality and price (import duties included) being equal. Attention is invited to Acts of Congress, approved February 26, 1885, and February 23, 1887, vol. 23, page 332, and vol. 24, page 414, Statutes at Large. The government reserves the right to reject any or all proposals, and to waive any informalities in the bids received. For further information apply at this office, or at the United States Engineer Office, Sault Ste Marie, Mich. O. M. POE, Colonel Corps of Engineers, Bvt. Brigadier-General, U. S. A. J-22

PROPOSAL FOR HARBOR WORK, U. S. Engineer Office, Buffalo, N. Y. January 2, 1891. Sealed proposals, in duplicate, for the following harbor work, will be received at this office, until 2 p.m., on Monday, the 2d day of February, 1891, and opened immediately thereafter in presence of bidders: Improving harbor at Erie, Pa.; building and placing cribs and superstructure of about 450 feet extension of North Pier; improving harbor at Dunkirk, N.Y.; rebuilding superstructure of parts of the detached Breakwater and West Pier; building and placing one crib and building about 175 feet of superstructure of West Pier; improving harbor at Olcott, N.Y.; rebuilding parts of superstructure of piers. The attention of bidders is invited to Acts of Congress, of February 28, 1885, and February 23, 1887, Vol. 23, page 332, and Vol. 24, page 414, Statutes at Large. Preference will be given to articles of domestic production or manufacture, conditions of quality and price being equal. Specifications, general instructions to bidders, and blank forms of proposals will be furnished on application to this office. The United States reserves the right to reject any or all bids. AMOS STICKNEY, Major of Engineers, U. S. Army. Jan 8, 15, 22, 29

UNITED STATES ENGINEER OFFICE, 34 West Congress street, Detroit, Mich., December 20, 1890. To whom it may concern: Whereas, The navigation of the rapids of the St. Clair River, opposite Fort Gratiot, Mich., is obstructed and endangered by the wrecks of the schooners "M. E. Tremble" and "Ben Hur," Notice is hereby given to all persons interested in said vessels, their cargoes, and all other property therein, that if, within thirty (30) days from the date of this advertisement, they shall not have signified to me their intention and taken preliminary steps to remove said wrecks, etc., as soon as practicable, the same will be considered abandoned and derelict, and will be removed by the United States under authority of law. Sealed proposals, in triplicate, for the removal of said wrecks, etc., will be received at this office until 2 o'clock p.m., January 19, 1891, and then opened. Preference will be given to plant of domestic production or manufacture, conditions of quality and price (import duties included) being equal. Attention is invited to Acts of Congress, approved February 26, 1885, and February 23, 1887, vol. 23, page 332, and vol. 24, page 414, Statutes at Large. The government reserves the right to reject any or all proposals, and to waive any informalities. For further information, apply at this office. By authority of the Secretary of War. O. M. POE, Cononel of Engineers, Bvt. Brig. General, U. S. A. J-15

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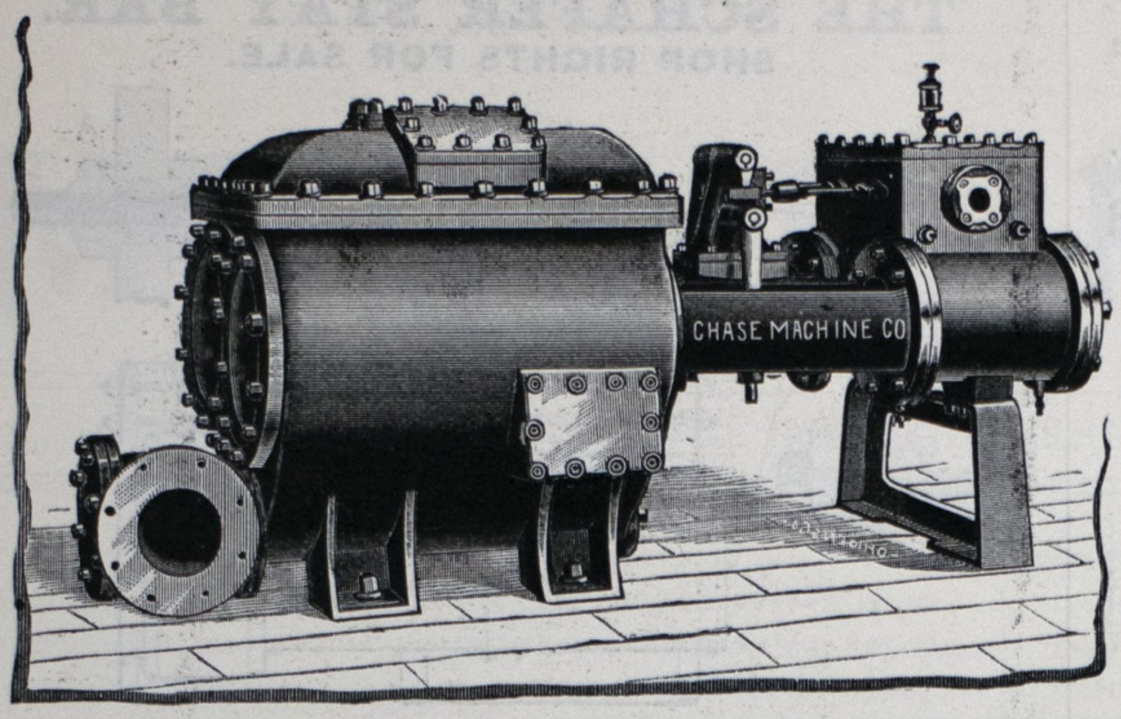

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Clark Dry Dock Co.....	Detroit, Lower Docks,.....	360 220	68 42	10½ 9 upper 11½ 10 end.	.....	Watchman at Dock will call Superintendent.
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Space under this heading may be used gratis by our advertisers or subscribers to call attention to vessels or any craft, machinery, new or second hand, that they may have for sale. Those wanting machinery of any kind, or wishing to purchase vessels, are invited to take advantage of the same offer. Each item will be limited to three lines. Letters concerning same must mention number attached to item and be addressed MARINE REVIEW, 510 Perry-Payne Building, Cleveland. O.

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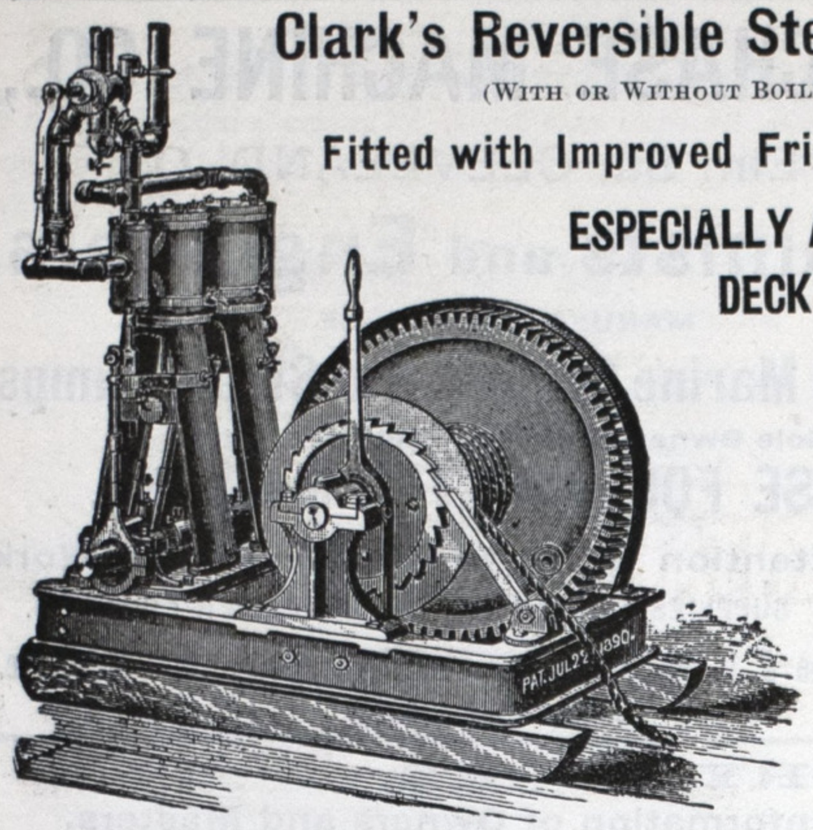

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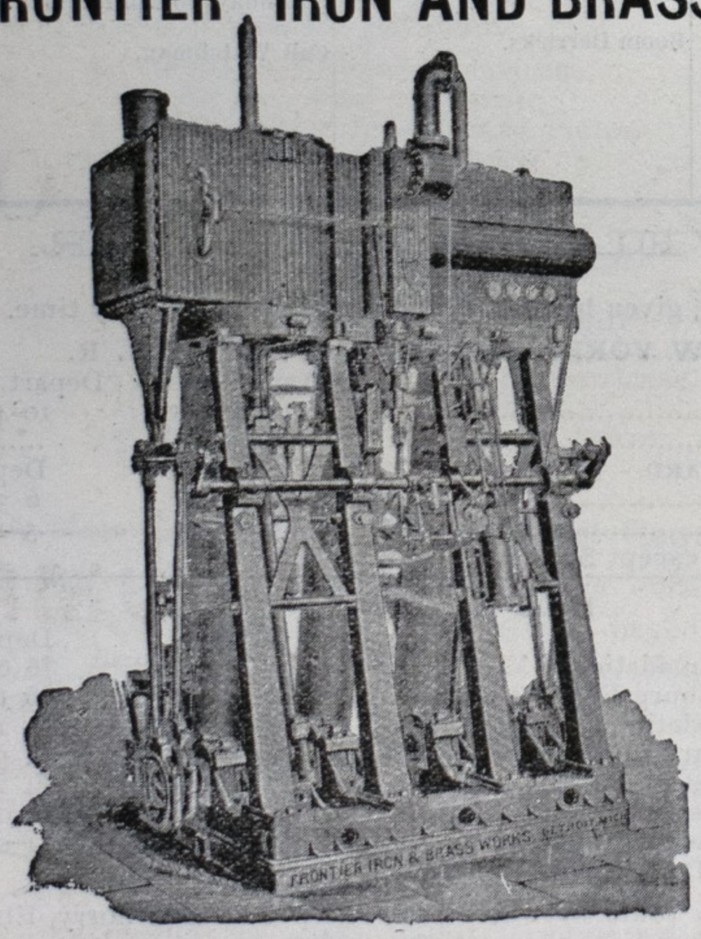

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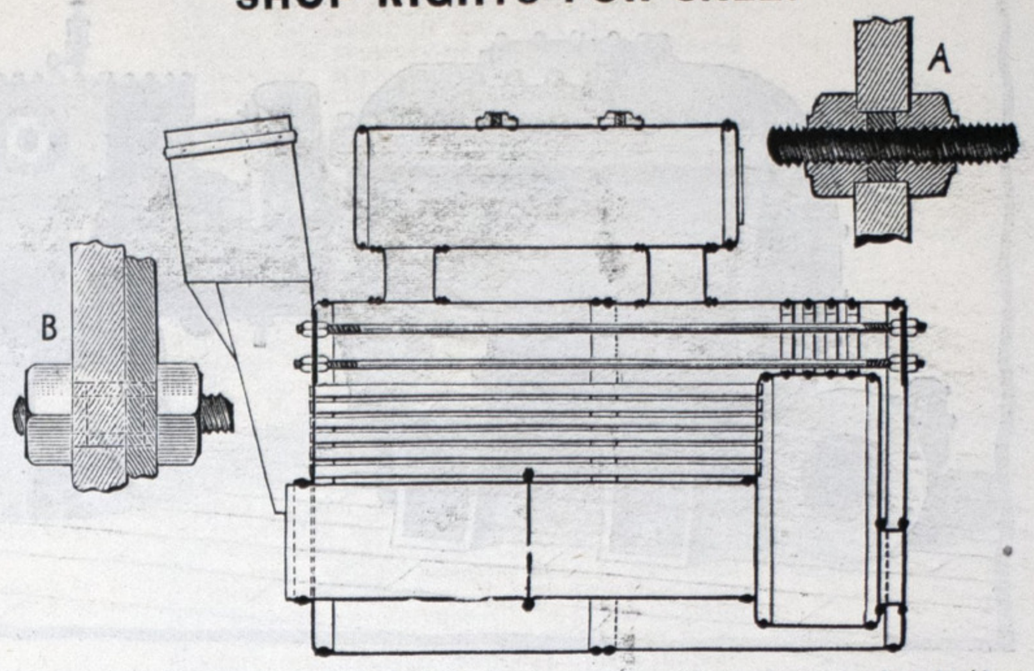

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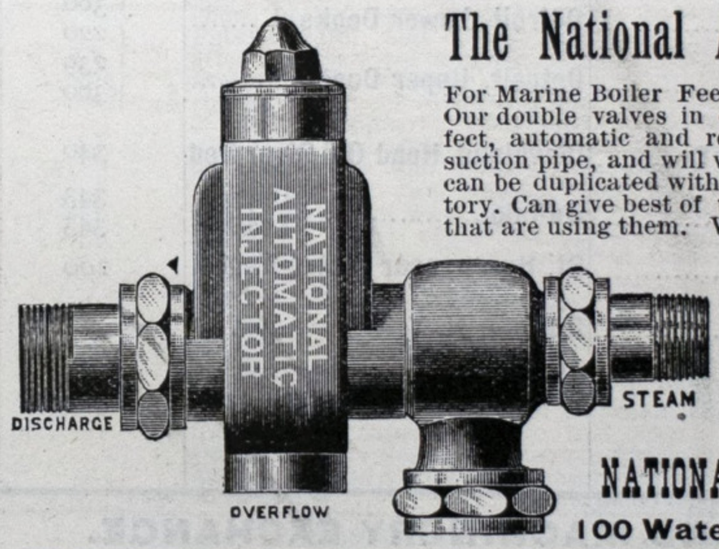

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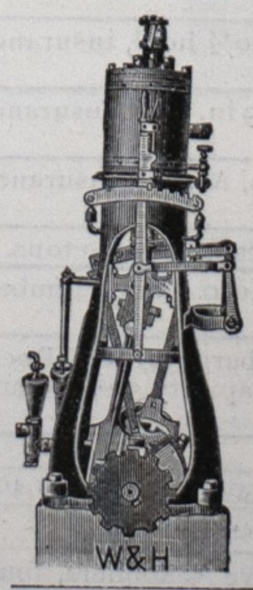

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